

# The Hongkong Telegraph.

No. 3398

FRIDAY, MARCH 17, 1893.

SIX DOLLARS PER QUARTER.

## BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.  
LATE  
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

AUTHORISED CAPITAL £1,500,000  
SUBSCRIBED £1,125,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—  
For 12 Months.....5 per cent.  
" 6 ".....4 " "  
" 3 ".....3 " "

JOHN THURBURN,  
Manager, Hongkong.

Hongkong, 4th February, 1893. [193]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000  
Subscribed Capital £500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—  
D. Gillies, Esq. Chow Tung Shing, Esq.  
Chan Kit Shan, Esq. W. Weston, Esq.  
C. J. Hirst, Esq. Kwan Hoi Chuen, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Branches:—London, Yokohama, Shanghai, Amoy and Foochow.

BANKERS:—

The Commercial Bank of Scotland, Paris Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per cent.  
" 6 " " 4 " "  
" 3 " " 3 " "

CURRENT ACCOUNTS " 2 " "  
Hongkong, 12th December, 1892. [18]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000  
CAPITAL CALLED-UP £251,093.15.0

BOARD OF DIRECTORS:—  
Wm. Keswick, Esq.—Chairman.  
Adolf von Arnim, Esq. F. D. Sassoon, Esq.  
Egbert Iveson, Esq. H. D. Stewart, Esq.  
David McLean, Esq.

HONGKONG COMMITTEE:—  
The Hon. C. P. Chater, J. The Hon. J. Bell-Irving, H. Hopkiss, Esq.

Head Office:—3, Princes Street, London.  
Branches:—Bombay, Calcutta, Hongkong, and Shanghai.  
Agencies:—Penang, Singapore, and Yokohama.

RATES OF INTEREST,  
ALLOWED ON CURRENT ACCOUNTS  
AND FIXED DEPOSITS, can be ascertained on application.

CHANTREY INCHBALD,  
Manager.

Hongkong, 6th February, 1893. [199]

## INSURANCES.

EXAMPLES OF THE COST OF ASSURANCE TO A MAN AGED 30 NEXT BIRTHDAY.

£1,000

£6 18 0 (a) If premiums are payable for whole of life

or £9 11 6 (b) If premiums are limited to 20 years

or £11 4 6 (c) If premiums are limited to 15 years

or £13 0 0 (d) If the Sum Assured is made payable at age 50, or at death if previous.

\* Secured payments.  
THE same provisions if commenced at age 40 n.b. would cost respectively (a) £8.15.0 (b) £12.5.0 (c) £13.2.4 (d) £17.8.8 per quarter.

DODWELL, CARLILL & Co., Agents.  
679-4] STANDARD LIFE OFFICE

## NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....£1,000,000

The above Company is prepared to accept MARINE RISKS AT CURRENT RATES ON GOODS, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 21st February, 1893. [173]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAILS 600,000. £833,333.33.33  
EQUAL TO RESERVE FUND £318,000.00

BOARD OF DIRECTORS,  
LEE SMO, Esq. LO YUEN MOON, Esq.  
LOU TAO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRINCE STREET,  
Hongkong, 17th December, 1892. [189]

J. D. KILEY,  
MANUFACTURER OF  
BALLOONS, PARACHUTES, TENTS, &c.  
No. 3, JOHNSON STREET,  
Hongkong, 2nd January, 1893. [193]

## Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Praya Central, on MONDAY, the 20th March, 1893, at 12 o'clock noon, for the purpose of receiving the Report of the General Managers, and electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 20th March, both days inclusive.

SHEWAN & Co., General Managers.  
Hongkong, 7th March, 1893. [313]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, Praya Central, on MONDAY, the 20th March, 1893, at 12 o'clock noon, for the purpose of receiving the Report of the General Managers, declaring a Dividend and electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 20th March, both days inclusive.

SHEWAN & Co., General Managers.  
Hongkong, 28th February, 1893. [279]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that a PRIVATE MEETING OF SHAREHOLDERS will be held in the COMPANY'S HOTEL, on SATURDAY, 8th April, at 11 A.M.

By Order,  
R. LYALL, Secretary.

Hongkong, 16th March, 1893. [348]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

MITSU BUSSAN KAISHA, Sole Agents.

Hongkong, 5th September, 1892. [890]

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAHI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Go-down, or through in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

CHEE ON & Co., Sole Agents,  
Nos. 21 & 23, Lee Yuen Street, East.

Hongkong, 26th September, 1892. [933]

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRA-DORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAHI COAL, ex GODOWN and ex SHIP.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAHI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to

KING WO CHEONG,  
No. 33, Praya Central.

Hongkong, 3rd February, 1893. [187]

## MONEY FOR NOTHING!!!

WANTED.

ANY quantity and any kinds of OLD USED POSTAGE and BILL STAMPS from any Country in the World.

For common used HONGKONG STAMPS, allow from £1 to £10 per 1,000 according to kind and for the scarcer kinds from 10/- to £5 per 100.

All kinds of goods (not rubbish) sent in exchange for Stamps, such as Jewellery, in Gold and Silver, Music, Photographic Apparatus, Books, Novels, Electro-plate, Cutlery, Photos, Musical Instruments, Linen, Cloth, Weekly and Monthly Magazines, &c., posted regularly as issued at publishers' prices, Stamps and Albums for collectors, &c., &c., &c.

\* EDWIN ENGLAND gives higher prices for Old Used Stamps than any other dealer in the World.—*Vide Press.*

Good price given for new issues, PROVISIONAL and SURCHARGED STAMPS, and a supply of these should be sent, unused, as soon as issued.

All Letters and Parcels replied to same day as received.

SEND A TRIAL PARCEL.  
Satisfaction Guaranteed.

Address plainly:  
EDWIN ENGLAND,  
Colonial Stamp Importer,  
Fitzhugh Park,  
London, N.  
England.

Established 1874. [334]

## Intimations.

W. ROBINSON & Co.  
(UNDER HONGKONG HOTEL) HONGKONG.

PIANO TUNING.

SATISFACTORY WORK GUARANTEED.

SINGLE TUNING.....\$ 5.00.  
6 TUNINGS A YEAR.....\$25.00 PER ANNUM.  
12 do. do.....\$48.00 do.

INCLUDING MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD ORDER AND CONDITION.

PIANOS BOUGHT, SOLD OR TAKEN IN EXCHANGE, PACKED, REMOVED AND STORED.

Hongkong, 14th February, 1893. [181]

## THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremldi"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cuisine being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communications. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjacent the Hotel, and is under the same Management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, 12th February, 1893. [198]

## KELLY & WALSH, LD.

WILLS' FIREFLY CIGARETTES.

WILLS' THREE CASTLE CIGARETTES.

THE BEST CIGARETTES IN THE MARKET.

KELLY & WALSH, LIMITED  
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 1st March, 1893. [7]

## LANE, CRAWFORD & CO.

BLACK GUT TENNIS BATS, Iverid handles.

BLACK GUT TENNIS BATS, Cedar handles.

SLAZENGER'S "DEMON" TENNIS BATS.

AYRES'S "CHAMPION" TENNIS BALLS.

AYRES'S "WIMBLEDON" TENNIS BALLS.

L. C. & Co.'s "OLYMPIAN" TENNIS BALLS, \$4 per dozen.

"CAVENDISH" SETS POLES and NETS.

"EUREKA" POLES. CHEAP ASH POLES.

STEAM-TARRED NETS. COPPER ROPE for tops of masts.

BAT PRESSES. TENNIS BAGS. BAT OIL.

TENNIS SHOES.

LAWN MOWING MACHINES.....(The "Paris" \$17.  
The "Honey" \$15.50.

LANE, CRAWFORD & CO.

Hongkong, 2nd March, 1893. [1071]

## CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHES, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1893.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,  
PROPRIETOR.

## W. POWELL & CO.

EX MAIL STEAMER "MALWA"

OUR NEW SPRING STOCK OF

LACE CURTAINS,

EVERY WIDTH AND LENGTH.

ART CURTAIN MUSLINS in latest designs.

W. POWELL & CO.

Hongkong, 11th March, 1893. [6]

## Intimations.

HONGKONG RIFLE ASSOCIATION.

THE Range is reserved on Mondays in March for the use of the Navy. The LONG RANGE CUP and SPOONS will be shot for TO-MORROW, the 18th instant. Ranges, 800 and 900 yards. Time, 2.45 P.M.

A. MANN,  
As Assistant Secretary.

Hongkong, 14th March, 1893. [151]

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts, made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 6th March, 1893. [310]

CAPTAIN CH. ROBINSON,  
COAL CONTRACTOR,  
COMPRADORE AND STEVEDORE.

SHIPS VISITING MANILA SUPPLIED WITH PROVISIONS, DUNNAGE, &c. WATER and BALLAST BOATS.

Manila, 13th March, 1893. [338]

BANGKOK IRON WORKS COMPANY, (IN LIQUIDATION).

THE PREMISES and PLANT of the above named Company will be offered for SALE by PUBLIC AUCTION on the PREMISES, at 3 P.M., on the 1st March, 1893. If not previously disposed of by PRIVATE CONTRACT.

Particulars as to PLANT, CONDITIONS of LEASE, &c., can be obtained on application to the OFFICE of this paper.

JNO. MACLEAN,  
Liquidator.

Bangkok, 30th January, 1893. [243]

K. & B. A. O.  
SOCIETE ANONYME FRANCAISE.

CAPITAL 4,000,000 FRANCS.

LA SOCIETE—KEBAO (TONKIN), dont l'extraction prend tous les jours de l'importance et qui est seule FOURNISSEUR DE LA MARINE FRANCAISE AU TONKIN, dont le Charbon est brûlé d'une façon régulière à bord des Steamers des MESSAGERIES MARITIMES, et en particulier à bord du *Hatphong*, voulant introduire ses Charbons sur la place de Hongkong a confié le soin de son Agence à la maison

SHEWAN & Co.,  
Praya Central, Hongkong.

à partir du 1er. Novembre, 1892.

Le Directeur Général de Kébao.  
HENRY PORTAL.

Kébao, le 10 Décembre, 1892. [42]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED OF UNFURNISHED ROOMS, with Board and Table Accommodation.

Apply to

Mrs. MATHER,  
2, Pedder's Hill.

Hongkong, 28th February, 1893. [36]

PRIVATE BOARD AND RESIDENCE,  
STAINFIELD'S—1, QUEEN'S ROAD EAST.

VACANCIES for GENTLEMEN or MARRIED COUPLES at Moderate Terms.

Mrs. STAINFIELD,  
Proprietress.

Hongkong, 31st December, 1892. [49]

## Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY of the late Mr. THOMAS EDMUND DAVIES in our Firm CEASED on the 31st December last.

DOUGLAS LAPRAIK & Co.  
Hongkong, 6th March, 1893. [308]

A. E. SKEELS & Co.,  
Telegraphic Address: "Sobrinhos," Hongkong,  
(A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & COMMISSION MERCHANTS.  
No. 17, PRAYA CENTRAL,  
Under Messrs. Douglas Lapraik & Co.'s Offices.  
Hongkong, 31st January, 1893. [179]

## Shipping.

STEAMERS.

FOR KOBE (DIRECT).

THE Steamship

"KINGSLAND"

will be despatched as above on or about the 20th instant, instead of as previously advertised. For Freight, apply to

JOHN ANDREW,  
Agent,  
5, Duddell Street.

Hongkong, 14th March, 1893. [318]

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"

Captain E. S. Snow, will be despatched as above on or about TUESDAY, the 21st instant, instead of as previously notified.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 11th March, 1893. [179]

DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, 16th March, 1893. [304]

## Shipping.

STEAMERS.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain RUSCH, will be despatched for the above Port on SUNDAY, the 19th instant, at Day-light.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, 16th March, 1893. [310]

## Shipping.

STEAMERS.

RUSSIAN STEAM NAVIGATION IN THE EAST.

FOR NAGASAKI AND WLAIVOSTOCK.

With leave to Call at SHANGHAI and CHIOU and to tranship WLAIVOSTOCK Cargo at NAGASAKI or SHANGHAI into others of the Company's Steamers.

THE Company's Chartered Steamship

"TRITOS"

will be des







In conclusion I may add that had this case come before any marine magistrate at home it would have been settled in less than an hour in strict accordance with maritime law.

Thanking you in anticipation for favouring this letter with space in your popular columns,

I remain, Sir,

Yours faithfully,

A BRITISH OFFICER.

Hongkong, 15th March, 1893.

[Without going to the extreme length of fully endorsing our correspondent's very moderately expressed opinions on the question at issue, we feel bound to say that we cannot reconcile Mr. Justice Ackland's judgment with the very plain expressed provisions of *The Merchant Shipping Act*. However, it is only fair to state that we know that the Police Judge did devote a very great deal of time and trouble to the case, and had most copious notes and extensive references.—Ed. *Hongkong Telegraph*.]

CORINTHIAN SAILING CLUB.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—I see in one of your contemporary reports of the sailing match of the Corinthian Sailing Club on Sunday last in which the *Cam* is accused of unfair sailing; likewise the reply of "Observer," and "Spectator." I suppose an answer to them will be given by the undersigned reporter, trying to refute them.

Although unwilling to rush into print a word or two on the matter from an outsider may not be taken amiss. As far as I could see the start it appeared to me as follows. In running down to the starting line both *Lady Bird* and *Cam* were in a line.

As it was utterly impossible for *Lady Bird* to pass to windward of *Cam* owing to their positions, consequently it was the place of *Lady Bird* as the overtaking boat, to keep out of *Cam*'s way. If they would study the authorized rule of the road at sea, as well as H.K.C. Sailing Club rules, it would be to the advantage of all concerned, as it is anything but good form to rush into print upon a subject of this sort, unless they are perfectly clear as to the grounds upon which they are working. Otherwise, those who know the rules of the road, will not only give their sleeves, but are sure to feel an involuntary itching to tread upon the corns of would-be censors. In conclusion let me add that there are other points that have been noticed and criticized by outsiders as unfair, and not only do they prevent eligible persons from offering themselves as members of the Club but lead them to think that unless an alteration is made, we shall at last see the Club like the community (busted).

Yours,

ANOTHER OBSERVER.

Hongkong, 17th March, 1893.

MACAO.

(FROM OUR OWN CORRESPONDENT.)

MACAO, 16th March.

The *Orient* and the *Yon de Crude*, our two weekly papers, the former a judicial and the latter an episcopal organ, are engaged in a controversy about the life and works of the French missionary and philosopher, Renan, who died last year. From the amount of interest evinced it would not be surprising if some day or other we saw a Renanist cult established in this nook of the Orient Earth.

It is said that the Post Office department of Macao has forwarded to the Chicago World's Fair a collection of photographs of the Post Office building, letter boxes, and other paraphernalia. It will be interesting to have the opinion of impartial outsiders if any good thing can come out of the Carreio Macaense!

The Revenue returns to 31st January last show a credit balance of \$30,000, which is something for the colony to be proud of, in view of the bad times. It is less money than had been wasted in paying for useless official journeys to and from Lisbon, the figure would have been even higher.

The *Diu* was ordered to get ready for a trip to Timor to bring up the miniature gunboat *Dilly* from that station to Hongkong for a complete overhaul, and to have new boilers put in; but satisfactory arrangements were made with the Eastern and Australian Steamship Company for this purpose, and the *Dilly* was abandoned. The *Dilly* will be brought by one of the Australian liners this month, the cost of towing to be about \$400. She is expected about the 24th, when His Holiness Pope Medeiros may also return, to superintend the Holy Week and Easter jubilee, and then prepare himself for the sufferings of a year's holiday on full pay. On the 24th inst. he completes eight years' service of the Lord here, and is so entitled to twelve months' leave home.

It is said that the Lordship's present visit to Timor is a troublesome one, as the natives rose against the priest who was in charge of their souls. He was sent here by the Timor Superior, last October or November, on account of this disturbance, and at once sent on to Lisbon the very next morning. Why all this mystery and sudden removal? Are we still in the time of the Inquisition? Why was such stern treatment accorded to one man when here in Macao there are several who must be far worse? There ought to be a regular clearance in Macao, a thorough cleansing of the Episcopal stables, or else there may soon be some highly creditable exposures.

On Tuesday last we had a visit from a Mr. Tung, of Samsoy, quite a young man, of good standing, the guest of the Kung Chan (opium firm), who on arrival went straight to the local native bankers and made various deposits for safe keeping, altogether some 20,000 taels. He carries no money with him, but only the bankers' receipts. He called at the Night-Back gambling house on Wednesday (8th) and staked \$500, won, and capitalizing all his winnings, went on winning up to \$3,000. The master of the gambling house asked him to reduce his stake, which were against the rule of the house; but Tung refused, and business came to a sudden stop. (It is said that nothing of this sort happened since twenty years ago, when a similar dispute arose.) Messages were sent to Viscount Fernandez, at the gambling Headquarters, and one of the principal partners and the B. & S. son were sent to superintend, and the four principal gambling houses had to combine to meet the heavy stakes. The story was soon known outside, and hundreds crowded about to see. Again the decision was in favour of Mr. Tung, who, at last, tired, went home, and took his departure, some 7,000 taels to the good. On Thursday he went again, to another great gambling house, and scooped in 40,000

taels. Next day he was followed all over by eager crowds, but was not inclined to make a public exhibition of himself again, and stopped after winning about \$3,000. It is said that he has made in these two days over 50,000 taels, in Chinkiang lately 40,000 taels, and in Canton broken two fan-tan banks combined. Let him be happy with his easy winnings—wait till he loses.

The *Thay-wa*, a pawnshop of over fifty years' standing in Macao, has closed its doors, and it is said all the partners have performed the Vanishing Act. Crowds of people clamour about the doors bawling their losses. The police and the Procurator went to the spot, but of course found the place absolutely empty except for a few old sticks. The worst of it is that in these Chinese firms with flowery names nobody ever knows who actually is responsible.

Another shop, doing *whisky* business, is also in difficulties, and some arrests have been made. The Green Island Cement Co. are now trying to reconstruct their concern, and the Bishop will be sure that he does not lose an opportunity to benefit—the holy church, oh, yes, of course, all for the church. If he gets a fine set of buildings out of the poor Cement Co. shareholders, all for nothing, it will make a fine summer picnic place for the college boys—better than dynamite fishing and killing Chinese.

Later.

I hear that Mr. Tung has gone away with all his money. It is said he went on Saturday, but nobody knows exactly when or where.

THE RUINOUS IMPOSTS ON TEA.

"K." writes under the above heading to the *N. C. Daily News*—It is now a long time since any public notice has been taken of the decline in the China Tea Trade, and as this is a subject which affects most people in China, either directly or indirectly, I trust that you will allow me space in your columns to draw attention to it.

During the season of 1892-1893 just closed, the export of black tea from China to Great Britain has amounted to only 524 million pounds, as against 117 millions in season 1887-1888 and 169 millions in season 1880-1881, a decrease of 1104 million pounds in twelve years, and at the rapid rate for the past five years of 143 million pounds per annum. At this rate it will take only ten years more to extinguish the China tea trade in black tea to England. This enormous decrease in the volume of the trade, one of the main foundations of our commercial existence in China, has, needless to say, been attended in its course with terrible loss and distress to large numbers of foreigners and to hundreds of thousands of Chinese; it has had far-reaching effects on most branches of trade, and has thus contributed considerably to the late commercial depression.

This disastrous state of affairs is of course due to the crushing taxation on the article; viz., the export duty of 10 per cent, or say Shanghai taels 21 per cent, and the *whin* taxes which average about taels 21 per piece,—all say Taels 5 per piece, which, as the average cost of black tea in North China this season is about Taels 20 per piece duty paid, means a tax of over 50 per cent on the cost of tea delivered at the Treaty Ports. On sound common-sense, which costs about Taels 11 per piece duty paid, the taxation thus amounts to over 80 per cent on the cost. Now the Treaty of Nanking and Tientsin (1842 and 1858) fixed the duty on tea at, at least, an "ad valorem" rate of 5 per cent. At the present time, however, an "ad valorem" rate of 5 per cent would be only about 1 of a tael per piece, and foreigners were entitled to have the tariff revised in this sense under Article 27 of the Treaty of Tientsin, 26th June, 1858, of which privilege, however, their representatives in Peking have not availed themselves; so that the Treaty instead of being a help to the trade actually imposes a heavy burden on it. As the *whin* exactions which go to make up the Taels 5 per piece, these were of course never contemplated by the Treaty.

It will be remembered that in 1887 the Tung-II Yamén asked all foreigners in China interested in the tea trade to suggest remedies to arrest its decline, then in full progress. The Yamén obtained a practically unanimous reply that the taxation ought to be abolished or reduced (see Customs Yellow Book, Tea, 1888). The Inspector-General of Customs, moreover, had stated to the Yamén in his despatch of 30th July, 1887: "To a Government its people's industries must be of higher importance than revenue, and it is therefore advised that taxes be remitted in order that industries may be preserved." Yet after receiving the above-mentioned almost unanimous opinion in favour of this very course, he repudiated the Yamén, on 31st August, 1888: "I am of opinion that it is useless to touch either export duty or ordinary *whin*."

This, though inconsistent, was doubtless palatable to the Yamén, which of course had no intention of abolishing taxation. No voluntary relief can be expected from Chinese officials; they will continue to drain the life-blood of the trade to the bitter end, regardless of past, present and future injury to their country's great industry and to the millions engaged therein. What is remarkable, however, is that foreigners in China and their representatives in Peking should have taken no steps to uphold their Treaty rights and privileges. It is true that some years ago many foreigners did not believe in the necessity for a reduction of duties; they said the amount was only 24 per pound (5 taels per piece). Only 30 to 80 per cent. I! They also said that the Chinese had better improve their *whin* duties. Such persons would have cordially agreed with Egyptian tax-masters, except that they would probably have regarded the people's stubble as well as straw. Now, however, few people, I think, hold these ideas. Most business men know that a saving in cost of even 5 per cent may mean all the difference between a profit and a loss; and the framers of the Treaty knew what they were doing when they fixed the duty at only 5 per cent, at a period too when China had no untaxed foreign competitors to contend against. The Inspector-General of Customs also recognizes this principle, for in his despatch of 31st Aug., 1888, to the Tung-II Yamén he said that a certain small tax called the "Shan-II" or "hill tax" (Taels 0.25 per piece or less than 1/4 per piece), "ought to be repealed for the encouragement of growers;" though he did not push this argument to its logical *ad finem* conclusion.

It has been seen that China's export of black tea to Great Britain has fallen from 169-million pounds in 1880-1881 to 524 in 1892-1893, and that at the present rate of decline it will be extinct in four years. But it may be said "even if the trade to England goes, China has other markets." Let us then see what is the state of her trade with the only other countries worth considering, viz., Australia, North America, and Russia.

Only 144 million pounds of black tea as against 244 million in 1880 and 1881; here the untaxed trade has been taken to be taken of late years with the inevitable result, so that the Australian is now almost on all fours with the English trade. To North America, China has shipped this season 31 million pounds of black tea against 244 million in 1880 and 1881, and to Russia (via Odessa and via Tientsin) 25 million of black tea against 151 million in 1880 and 1881; in these two cases the taxation in China

certainly does not affect the trade much, as British-grown teas are not at present consumed in those two countries to any appreciable extent. To North America, China also ships the bulk of her green teas, and here again the taxation tells, as in that market these teas have to face the competition of comparatively untaxed Japan teas (the duty in Japan being only 3 per cent) with the usual result of a declining export. Fortunately for China, however, only the principal kind of green tea (Young Hyson) comes into direct competition with Japan leaf, so that the decrease is much less serious than it otherwise would be, the export being 151 million pounds this season against 193 million in 1880 and 1881; while the export of Japan teas to North America has increased from 393 million in 1880 and 1881 to 47 million for the past season, 1892 and 1893.

From the foregoing figures it will be seen that the value of trade unfettered by the taxation is comparatively small, and if the China trade is to be confined mainly to that it will indeed be insignificant.

As the period at which we are entitled to Treaty Revision does not recur until 1898 I fear that nothing can be done as regards the export duty; but surely the *whin* taxation can be dealt with, and it is to be hoped that the able British Minister now at Peking will grapple with this pressing question, so long neglected.

The above statistics are taken from the *Shanghai Customs Daily Returns*, and from the Hongkong and Pootchow Chambers of Commerce Circular.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

To-day.

Barometer at 6 A.M. 30.02

Barometer at 3 P.M. 30.02

Thermometer at 6 A.M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64

Thermometer at 3 P.M. 64

Thermometer at 6 P.M. 64

Thermometer at 9 P.M. 64

Thermometer at 12 M. 64</



## The Share Market.

LATEST QUOTATIONS	
Hongkong and Shanghai Bank—110 per cent. prem., sellers.	
The National Bank of China, Ltd.—on £8.10, bid up, 35 per cent. dis., sellers.	
The National Bank of China, Ltd.—Founders' shares, \$130 per share, buyers.	
The Bank of China, Japan & the Straits, Ltd.—2 1/2 buyers.	
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, £20, buyers.	
Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.	
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.	
Chinese Imperial Loan of 1886 E—14 per cent. premium.	
Union Insurance Society of Canton—\$85 per share, sellers.	
China Traders' Insurance Company—\$56 per share, sales and buyers.	
North China Insurance—115 per share, buyers.	
Canton Insurance Company, Limited—\$100 per share, sales and buyers.	
Yantai Insurance Association—\$100, sellers.	
On Tai Insurance Company, Limited—115 per share, sellers.	
Hongkong Fire Insurance Company—\$250 per share, sellers.	
China Fire Insurance Company—\$82 per share, ex. div., buyers.	
Hongkong, Canton, and Macao Steamboat Co.—\$40 per share, sales and buyers.	
Indo-China Steam Ship Company—18 per share, sellers.	
Indo-China Steam Navigation Company, Limited—50 per cent. discount, buyers.	
Douglas Steamship Company—\$36 per share, sales and buyers.	
The Steam Launch Co., Limited—nominal.	
Hongkong and Whampoa Dock Company—70 per cent. premium, sales and buyers.	
Geo. Fenwick & Co., Limited—\$15 per share, sellers.	
Hongkong Hotel Company—\$20, sales and sellers.	
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.	
The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.	
The Shamien Hotel Co., Limited—\$3 per share.	
Punjab Mining Co.—\$44 per share, sales and sellers.	
The Rand Gold Mining Co., Limited—50 cents, per share, buyers.	
New Irons Mining Co., Limited—10 cents, per share, sales.	
The Balmoral Gold Mining Co., Limited—10 cents, per share, sales.	
Société Française des Charbonnages du Tonkin—\$60 per share, sales and buyers.	
The Jelabu Mining and Trading Co., Limited—\$55 per share, sales and buyers.	
The Selama Tin Mining Co., Limited—4 cents per share, sellers.	
London and Pacific Petroleum Co., Ltd.—nfx. nominal.	
China Sugar Refining Company, Limited—\$148 per share, ex. div., sellers.	
Luxon Sugar Refining Company, Limited—\$48, nominal.	
A. S. Watson & Co., Limited—\$15 per share, sales and buyers.	
Dakin, Crutchfield & Co., Limited—\$4 per share, buyers.	
Hongkong Dairy Farm Co., Limited—\$4 per share, sales and buyers.	
The Kowloon Land Investment Co., Limited—\$74 per share, sales and buyers.	
The Hongkong Land Investment Co., Limited—\$55 per share, sales and buyers.	
The West Point Buildings Co., Limited—\$23 per share, sellers.	
H. G. Brown & Co., Limited—\$7 per share, sales and buyers.	
Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.	
Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.	
Hongkong Gas Company—\$100 per share, sales and buyers.	
Hongkong Ice Company—\$64 per share, buyers.	
Hongkong and China Gas Company, Limited—\$65 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$4 per share, sellers.	
The Green Island Cement Co.—\$44 per share, sellers.	
The Hongkong Electric Light Co., Limited—\$2.75 per share, sales and buyers.	
The Hongkong Steam Laundry Co., Limited—\$45 per share, nominal.	
The Hongkong High-Level Tramway Co., Limited—\$55 per share, sales and buyers.	

EXCHANGE.	
On London—Bank, T. T. .... 2/8 1/2	
Bank Bills, on demand .... 2/8 1/2	
Bank Bills, at 4 months' sight .... 2/8 1/2	
Credits at 4 months' sight .... 2/9	
Documentary Bills, at 4 months' sight .... 2/9 1/2	
On Paris—	
Bank Bills, on demand .... 3/40	
Credits, at 4 months' sight .... 3/48	
On India—	
T. T. On Demand .... 22 1/2	
On Shanghai—	
Bank, T. T. .... 7 1/2	
Private, 30 days' sight .... 7 1/2	

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. E. Boesch.	Captain Moore, R.N.
Mr. Cecil Burt.	Mr. P. O'Malley, A.S.C.
Major M. C. C. Collins.	Mr. and Mrs. W. S. Paine.
Capt. and Mrs. Combe.	Miss K. L. Patterson.
Mr. C. A. Conolly.	Mr. Paul.
Mr. A. C. Cramp.	Mr. W. Parfitt.
Mr. E. H. Derrick.	Mr. G. H. Peters.
Mr. and Mrs. Emanuel.	Mr. S. C. Peters.
Mr. E. von Ewald.	Miss Phillips.
Capt. W. H. Fawkes.	Mr. A. Polinton.
R.N.	Mr. A. W. Roberts.
Hon. & Mrs. Goodman.	Mr. H. W. Roberts.
Mr. G. Harris.	Mr. and Mrs. H. C. Hill.
Mr. R. L. Hill.	Room.
Mr. and Mrs. Hor. e.	Mr. F. E. Shean.
Mr. and Mrs. W. F. Lewis.	Mr. L. S. Star.
Mr. J. M. Lewis.	Mr. T. M. Stephens.
Mr. & Mrs. Minter.	Mr. A. S. Such.
maid.	Mr. T. Tigerstedt.
Capt. and Mrs. Nicol.	Mr. and Mrs. Warren.
and child.	

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.	Mr. Medhurst.
Mr. F. East.	Mr. A. E. Shields.
Mr. C. H. Gale.	Mr. Sparrow.
Mr. W. H. Gaskell.	Mr. Stephens.
Mr. Thos. Howard.	Captain Stone.
Mr. V. Kofod.	Mr. Geo. L. Tomlin.
Mr. W. H. R. Loxley.	

## WINDSOR HOTEL.

Mr. Baird and child.	Mr. A. Meurant.
Mrs. Blanchard.	Hon. N. G. Mitchell.
Mr. J. F. Boulton.	Inns.
Mr. C. W. A. Blesing.	Mrs. Mitchell-Jones.
Major & Mrs. Chapman.	Capt. and Mrs. Morris.
Mr. S. I. Darby.	Rev. Mr. and Mrs.
Mr. E. H. Derrick.	Musson.
Captain N. Dodd.	Li F. A. Norris, U.S.N.
Mrs. Dodd.	Mrs. Norris.
Mr. W. E. Eaton, U.S.N.	Miss Norris.
Mrs. Eaton.	Mr. P. Oustin.
Mr. E. W. Eberle, U.S.N.	Mrs. Peckins.
Mrs. Eberle.	Mr. and Mrs. Pigott.
Master Eberle.	Mr. F. J. Richardson.
Mr. G. Engel.	Captain Revesbeck.
Mr. W. Evans.	Mr. J. Shelton.
Vice-Consul P. Gavan-	Mr. John Smith.
niles.	Mr. J. Tanco.
Mr. F. Ories.	Mr. M. M. Thomas.
Admiral D. B. Captain A. Tiltott.	Harmony, U.S.N.
Mrs. D. B. Harmony.	Mr. A. Trant.
Mr. J. R. Joyce.	Mrs. Tufnell.
Captain F. Mayer.	Mr. & Mrs. C. Watling.
	Mr. C. J. Wilson.

## MAILS EXPECTED.

THE FRENCH MAIL.	
The Messageries Maritimes Co.'s steamer <i>Salafra</i> , with the French mail, left Singapore on the 16th instant at 1 p.m., and may be expected here on the 23rd.	
THE AMERICAN MAILS.	
The O. & C. S. Co.'s steamer <i>Belgic</i> with mails, &c., from San Francisco, left Yokohama on the 16th instant at noon, and may be expected here on the 23rd.	
The O. & C. S. Co.'s steamer <i>Oceanic</i> , with mails, &c., left San Francisco for this port via Yokohama, on the 17th instant.	
THE AUSTRALIAN MAIL.	
The E. & A. S. S. Co.'s steamer <i>Catterthun</i> , from Sydney, left Port Darwin on the 15th instant, via Timor, and may be expected here about the 23rd.	
THE CANADIAN PACIFIC MAIL.	
The Canadian Pacific Railway Co.'s steamer <i>Empress of China</i> left Vancouver for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong on the 7th instant, and may be expected here about the 23rd.	
NORTH PACIFIC MAIL.	
The Northern Pacific Steamship Co.'s steamer <i>Victoria</i> , from Tacoma, left Yokohama on the 15th instant, and may be expected here on the 21st.	

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer <i>Gwalior</i> , from Bombay, left Singapore on the 13th instant, and may be expected here on the 20th.	
The Ben' line steamer <i>Benlurg</i> , from Antwerp, left Singapore on the 13th instant, and is due here on the 22nd.	
The P. & O. S. N. Co.'s steamer <i>Canton</i> , from London, left Bombay on the 7th instant, and may be expected here on the 23rd.	
The Navigazione Generale Italiana steamer <i>Diagona</i> left Bombay on the 13th instant, and may be expected here on the 31st.	
The P. & O. S. N. Co.'s steamer <i>Shanghai</i> left London for this port on the 15th instant.	

## Shipping.

ARRIVALS.	
PHRA CHULA CHOM KLAO, British steamer, 1,012, J. A. Morris, 17th March—Bangkok 9th March, Rice and General—Yuen Fat Hong.	
HAITAN, British steamer, 1,182, F. D. Goddard, 17th March—Amoy 15th March, and Swatow 16th, General—D. Laprak & Co.	
CHOY-SANG, British steamer, 1,194, R. C. D. D. General—Jardine, Matheson & Co.	
ZABAKA, Russian man-of-war, Captain Domogirov, 17th March—Manila 17th March.	
NANKING, Norwegian steamer, 835, N. Sorenson, 17th March—Swatow 16th March, General—King Wo Chong.	
KRIEMHILD, German steamer, 1,709, Th. Forck, 17th March—Hamburg via Singapore 10th March, General—Siemssen & Co.	

## DEPARTURES.

March 16, <i>Charon Wattana</i> , British bark, for Bangkok.	
March 17, <i>Prize</i> , Danish str., for Holbow, &c. Shanghai, &c.	
March 17, <i>Maria Teresa</i> , Austrian steamer, for Shanghai, &c.	
March 17, <i>Verona</i> , British str., for Nagasaki.	
March 17, <i>Agamemnon</i> , British steamer, for Amoy, &c.	
March 17, <i>Prize</i> , German str., for Singapore.	
March 17, <i>Sakata Maru</i> , Japanese steamer, for Takow.	
March 17, <i>Meifoo</i> , Chinese str., for Shanghai.	
March 17, <i>Krim</i> , Norwegian str., for Hongkong.	
March 17, <i>Charlton</i> , British str., for Kuching.	
March 17, <i>Tislar</i> , German str., for Nagasaki.	

PASSENGERS—ARRIVED.	
Per <i>Haitan</i> , str., from Amoy, &c.—Mrs. Goddard, Mr. Kow Hui Seng, and 145 Chinese.	
Per <i>Para Chula Chom Kiao</i> , str., from Bangkok—26 Chinese.	
Per <i>Nanking</i> , str., from Swatow—135 Chinese.	
Per <i>Kriemhild</i> , str., from Hamburg, &c.—230 Chinese.	

## REPORTS.

The British steamship *Haitan* reports that she left Amoy on the 15th instant, and Swatow on the 16th. From Amoy to Swatow had light and moderate north-east breeze with smooth sea and cloudy weather. From Swatow to Hongkong had fresh to moderate north-east to east breeze with moderate sea and cloudy weather. In Amoy the steamships *Chang Hing*, *Haitan*, and *Albatross* left. In Swatow H.M.S. *Porpoise*, and the steamships *Waring* and *Reynolds*.

The British steamship *Para Chula Chom Kiao* reports that she left Bangkok on the 9th instant. Experienced fine weather to Palo Wai; thence to Cape Padara had strong easterly winds and high sea, thence to arrival had moderate wind and fine weather.

## Post Office.

A MAIL WILL CLOSE—  
For Bangkok—Per *Teresa* to-morrow, the 18th instant, at 10.30 P.M.  
For Straits and Bombay—Per *Nizam* to-morrow, the 18th instant, at 11.30 A.M.  
For Saigon—Per *St. Andrews* to-morrow, the 18th instant, at 2.30 P.M.  
For Shanghai—Per *Choyang* to-morrow, the 18th instant, at 3.30 P.M.  
For Swatow and Singapore—Per *Slam* to-morrow, the 18th instant, at 3.30 P.M.  
For Chelco and Newchwang—Per *Swatow* to-morrow, the 18th instant, at 4.30 P.M.  
For Hainan and Hongkong—Per *Loe Soh* on Tuesday, the 21st instant, at 9.30 A.M.  
For Singapore, Penang, and Calcutta—Per *Wingang* on Tuesday, the 21st instant, at 11.30 A.M.  
For Macao, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco—Per *China* on Tuesday, the 21st instant, at 5 P.M.  
For Europe, &c., Australia, India via Madras, Calcutta, and Mauritius—Per *Calcutta* on Wednesday, the 22nd instant, at 11 A.M.  
For Shanghai, Kobe, Yokohama, Vancouver, and Victoria, B.C.—Per *Empress of Japan* on Wednesday, the 22nd instant, at 11.30 A.M.  
For Europe, &c., India, via Bombay—Per *Carthage* on Thursday, the 30th instant, at 11 A.M.

## SHIPPING IN HONGKONG.

STEAMERS.	
ALWINE, German steamer, 400, C. Petersen, 18th Feb.—Pakhoi 15th Feb., and Holbow 17th, General—Wielor & Co.	
AMOI, German steamer, 571, W. Wolff, 15th March—Bangkok 15th March, Rice—Ed. Schellhaus & Co.	
ASAKA, Japanese steamer, 1,522, H. Selch, 15th March—Nagasaki 15th March, Rice and Paddy—Mitsui Bussan Kaisha.	
BENLOMOND, British steamer, 1,757, W. Thompson, 16th March—Moff 11th March, Coal—Gibb, Livingston & Co.	
CHINA, American steamer, 5,200, W. B. Seabury, 10th March—San Francisco 5th February, Honolulu 9th, and Yokohama 5th March, Mails and General—P. M. S. S. Co.	
CHOW-CHOW, German steamer, 796, F. Clausen, 10th March—Hilo 9th March, Sugar and Wood—Melchers & Co.	
COSMOPOLIT, German steamer, 551, W. T. Schaefer, 16th March—Touzon 15th March, General—Wielor & Co.	
ELBE, German steamer, 747, Christensen, 10th March—Bangkok 2nd March, Rice—Lauts, Wegner & Co.	
EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 3rd March—Vancouver 6th Feb., Yokohama 23rd, Kobe, and Shanghai 28th, General—C. P. Railway Co.	
HAIRONG, British steamer, 753, J. S. Bosch, 16th March—Fochow 14th March, and Amoy 15th, General—D. Laprak & Co.	
INDEPENDENT, German steamer, 871, J. Schell, 16th March—Salgon 11th March, Rice—Wielor & Co.	
LOO SOK, British steamer, 1,020, A. Benson, 14th March—Bangkok, and Koh-si-chang 7th March, Rice—Scottish Oriental S. S. Co.	
NIZAM, British steamer, 1,614, F. M. Tillard, 6th March—Bombay 15th Feb., and Singapore 20th, General—P. M. S. S. Co.	
OORVA, British steamer, 1,100, 35th May—Singapore 16th May, laid up Chinese.	
PILOT FISH, British steamer, 161, A. Stapan, Hongkong and Whampoa Dock Co.	
PROFITEZ, British steamer, 1,387, W. H. Farand, 14th March—Salgon 6th March, Rice and Paddy—Arnold, Karber & Co.	
RIVERSIDE, British steamer, 1,111, Edward Peck, 16th March—Middlesbrough via Hamburg and Antwerp 21st January, General—Captain.	
ST. ANDREW, Norwegian steamer, 2,019, H. K. Hansen, 12th March—Kuching 7th March, Coal—Mitsui Bussan Kaisha.	
SIAM, British steamer, 991, W. Nicol, 14th March—Bangkok 6th March, Rice—Kin Ty Loong.	
SWATOW, German steamer, 611, C. Binge, 14th March—Bangkok 6th March, Rice—Melchers & Co.	
TERESA, British steamer, 750, J. Slater, 14th March—Bangkok 3rd March, General—Hop Hing.	
TRINITY, German steamer, 1,346, J. Hessler, 11th March—Salgon 6th March, Rice—Siemssen & Co.	
WINGANG, British steamer, 1,517, A. de St. Croix, 15th March—Calcutta 5th March, and Singapore 8th, General—Jardine, Matheson & Co.	

## SAILING VESSELS.

BANDANIERA, British 4-masted schooner, 1,775, J. G. Jones, 11th Feb.—New York 14th October, Kerosene Oil—Captain.	
CENTIC CHIEF, British ship, 1,747, C. Owen, 5th March—New York 4th Oct., Oil—Jardine, Matheson & Co.	
CHURCHGROW, British bark, 473, W. Bullin, 24th Dec.—Fremantle 10th October, San Francisco 12th, General—Jardine, Matheson & Co.	
COLMAN, American bark, C. M. Noyes, 7th Feb.—Portland 20th Nov., and Honolulu 29th Dec., Timber and Spars—Captain.	
HARVARD, American bark, 982, L. A. Colcord, 25th Nov.—Singapore 21st Oct., Timber—Master.	
HELEN BREWER, Hawaiian ship, 1,154, A. W. Newell, 24th Jan.—New York 17th June, and Manila 13th Jan., Oil—Order.	
PAPA, German bark, 718, T. W. Thoms, 17th Jan.—Call 14th Sept., Fatten Fuel and Coal—Order.	
R. R. THOMAS, American ship, 1,333, Nichols, 11th March—New York 19th October, Petroleum—Order.	
VALCOURT, British steamer, 401, E. Martin, 25th Feb.—Honolulu 18th Jan.—General—Chinese.	
WM. LE LACHUE, British bark, 573, Royall, 5th March—Rajung (Borneo) 30th January, Timber—Gibb, Livingston & Co.	

## Masonic.

## VICTORIA PRECEPTORY.

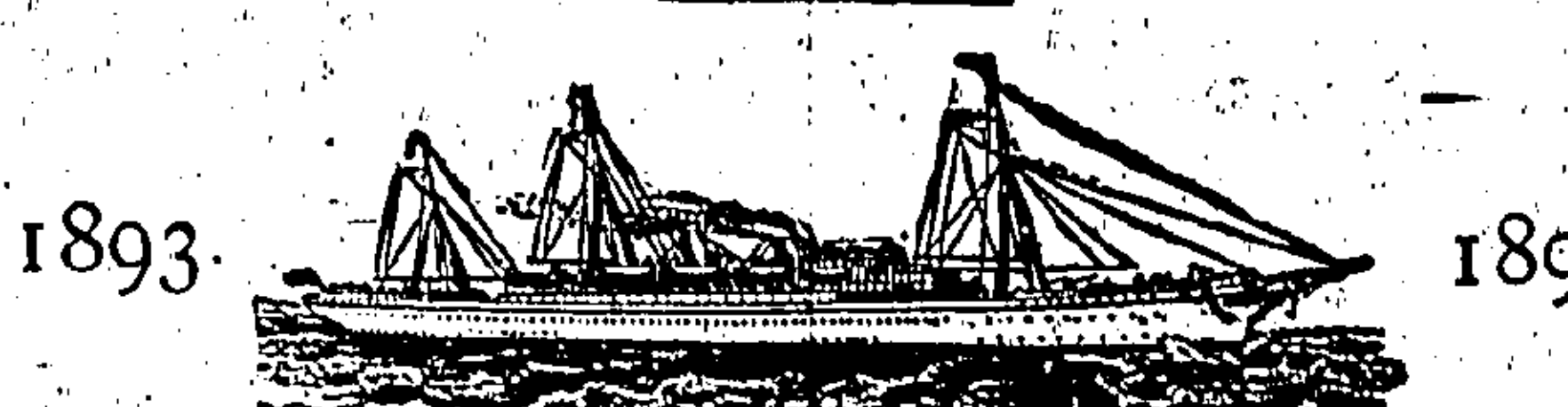
A REGULAR MEETING of the Victoria Preceptory will be held on MONDAY, the 20th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 15th March, 1893. [541]

## VICTORIA LODGE.

## HONGKONG, No. 1006.

A REGULAR MEETING of the above LODGE will be held on FRIDAY, the 18th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 16th March, 1893. [540]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN ..... 6,000 Tons.....	WEDNESDAY, 22nd March.
EMPRESS OF CHINA ..... 6,000 " .....	WEDNESDAY, 12th April.
EMPRESS OF INDIA ..... 6,000 " .....	WEDNESDAY, 3rd May.
EMPRESS OF JAPAN ..... 6,000 " .....	WEDNESDAY, 24th May.
EMPRESS OF CHINA ..... 6,000 " .....	WEDNESDAY, 14th June.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal ports in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change.

The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY, General Agent. [3]

## NORTH PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria.....	Tuesday .....	April 4th.
Tacoma.....	Tuesday .....	May 2nd.

## THE Steamship.

"VICTORIA," sailing at Noon, on TUESDAY, the 4th April, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents. [4]

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## PROPOSED SAILING FROM HONGKONG.

China (via Honolulu).....	Wednesday, 22nd March.
Peru .....	Saturday, 14th April.
C. of R. de Janeiro .....	Thursday, 27th April.

## THE U. S. Mail Steamship.

"CHINA," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 22nd March, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Through Tickets issued Passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the Central and Union Pacific Railways only. East of the Missouri River, Passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, &c.

Particulars of the various routes can be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare re-embarking at San Francisco for China or Japan (via Peru) within one year, will be allowed a discount of 20 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply in the Agency of the Company, No.